

406 - County Road Administration Board

A001 Administration

The County Road Administration Board (CRAB) maintains the statewide inventory of county roads used as the basis for grant program eligibility and fuel tax calculations, and prepares the calculations for the annual fuel tax allocation for each county. The Board sets standards of operation for all county road agencies and enforces these standards through a system of annual reporting and site visits. It also provides technical and administrative assistance to counties, including information technology services and training. (Rural Arterial Account-State, Motor Vehicle Account-State, County Arterial Account-State)

	FY 2010	FY 2011	Biennial Total
FTE's	7.4	7.4	7.4
GFS	\$0	\$0	\$0
Other	\$1,335,000	\$2,055,000	\$3,390,000
Total	\$1,335,000	\$2,055,000	\$3,390,000

Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Effective transportation system governance and management

Expected Results

The result of regulation, research, and oversight has been, and should continue to be, accountability among the counties and from them to the Legislature and the public; credibility of reported data through centralized reporting; and effective, efficient, professional administration of county road resources and a centralized location of data from thirty-nine counties; an achieved economy of scale realized across thirty-nine road departments.

Number of counties earning Certificates of Good Practice based on review of compliance with the CRAB Standards of Good Practice.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	39		
	4th Qtr	39		
2005-07	8th Qtr	100	97	(3)
	4th Qtr	100	100	0

Appropriation Period: 2009-11 Activity Version: 2C - 2009-11 Enacted Recast

Number of person-days of training/consulting provided to county personnel by CRAB staff on County Engineer duties & responsibilities, Engineering Design Systems (Eagle Point) and Transportation Management Systems (Mobility).

Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	630		
	4th Qtr	630		
2005-07	8th Qtr	630	644	14
	4th Qtr	630	627	(3)

Rate of traffic-related fatalities that occur on county roads annually

Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	(2)	0	2
	4th Qtr	(2)	0	2

Rate of traffic-related major injuries that occur on county roads annually.

Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	(2)	0	2
	4th Qtr	(2)	0	2

A002 Rural Arterial Program

Rural Arterial Account monies are distributed to the counties in the form of project grants to improve rural arterial and collector roads and to provide transportation engineering assistance. Counties compete regionally for these construction dollars by submitting projects which are then rated by CRAB staff against objective criteria established for each region.

	FY 2010	FY 2011	Biennial Total
FTE's	3.3	3.3	3.3
GFS	\$0	\$0	\$0
Other	\$25,962,000	\$25,958,000	\$51,920,000
Total	\$25,962,000	\$25,958,000	\$51,920,000

Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Preserve and maintain state, regional and local transportation systems

Expected Results

Appropriation Period: 2009-11 Activity Version: 2C - 2009-11 Enacted Recast

The Rural Arterial Program successfully targets freight and safety issues on a regional basis. Competition within regions should ensure that only priority projects are constructed. CRAB staff remain in close communication with each county to make sure the program continues to be both responsive to individual counties' needs and effective in dealing with county freight and safety issues.

Percentage of county-owned bridges that are in fair or better condition.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	75%		
	4th Qtr	75%		

Statewide average pavement structural condition (PSC) of county arterial system eligible for CRAB grant funding.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	78%		
	4th Qtr	78%		
2005-07	8th Qtr	80%	81%	1%
	4th Qtr	80%	82%	2%
Pavement structural condition is a rating of paved roadway surface, based on the type and extent of defects inventoried. A rating of 0 equals totally failed pavement, while 100 equals brand-new pavement.				

A003 County Arterial Preservation Program

County Arterial Preservation Account (CAPA) funds are distributed to the counties as state grants based upon each county's total arterial lane miles as certified by the county road log at CRAB. To remain eligible for this program, each county must certify to CRAB's satisfaction that a pavement management system is in use which meets or exceeds the board's standards.

	FY 2010	FY 2011	Biennial Total
FTE's	6.5	6.5	6.5
GFS	\$0	\$0	\$0
Other	\$16,415,000	\$16,195,000	\$32,610,000
Total	\$16,415,000	\$16,195,000	\$32,610,000

Statewide Result Area: Improve statewide mobility of people, goods, and services

Statewide Strategy: Preserve and maintain state, regional and local transportation systems

Expected Results

Appropriation Period: 2009-11 Activity Version: 2C - 2009-11 Enacted Recast

CAPA provides a regular and dedicated resource for the purpose of county arterial preservation. By calculating the distribution on the basis of a certified road log, the result should be an accurate and current assessment of individual county arterial preservation need, as well as an equitable distribution among the counties. The requirement of pavement management systems within each county continues to ensure that every county is a part of a statewide stewardship effort to maintain the existing infrastructure investment.

Statewide average pavement structural condition (PSC) of county arterial system eligible for CRAB grant funding.				
Biennium	Period	Target	Actual	Variance
2007-09	8th Qtr	78%		
	4th Qtr	78%		
2005-07	8th Qtr	80%	81%	1%
	4th Qtr	80%	82%	2%
<i>Pavement structural condition is a rating of paved roadway surface, based on the type and extent of defects inventoried. A rating of 0 equals totally failed pavement, while 100 equals brand-new pavement.</i>				

Grand Total

	FY 2010	FY 2011	Biennial Total
FTE's	17.2	17.2	17.2
GFS	\$0	\$0	\$0
Other	\$43,712,000	\$44,208,000	\$87,920,000
Total	\$43,712,000	\$44,208,000	\$87,920,000